AN OFF DAY

WITH THE SENATORS AS TO TARIFF LEGISLATION.

Only Five Pages of the Bill Acted Upon. A Stubborn Contest Over the Duties on Manufactured Wool Goods-Senator Cafe fery Makes a Speech on the Democratic Doctrine on Tariff-Death of Congress-

man Cooke.

SENATE.

Washington, June 24 -- A stubborn contest over the duties on manufactured wool goods occupied the attention of the senate throughout today. It was a day of constant roll calls and of cross fire debate on the effect of the duties in advancing rates. Many amendments were proposed to reduce the rates, but these were rejeted by decisive majorities. Less than five pages were disposed of during the day. Resolutions of deep regret were passed on the death of Representative Cooke, of Illinois, and a committee of five senators was named as a funeral es-

Senator Platt, of New York, desired to place in the record a petition from the Manufacturers' Association, of Brooklyn, for the speedy passage of the tariff bill.

Senator Allen objected to having petitions go into the record unless from a state legislature or executive depart-

Senator Platt thereupon accomplished his purpose by reading the petition as a part of his remarks.

Senator Hale, of Maine, then came forward with a surprise in the form of a proposed amendment to the senate rules, admitting to the privileges of the floor of the senate only ex-senators "who are not interested in any claim or in the prosecution of the same, or directly in any bill pending before congress." Added to the text of the proposed change is the following: "The purpose of the proposed amendment is to prevent ex-senators from enjoying the privileges of the floor of the senate claims or bills in which they are employed as attorneys."

Senator Hawley suggested that there might be some objection to any pointing out of ex-senators, and Senator Allen asked what had taken place in recent days to call attention to the subject. Senator Hale asked that he be not

requested to particularize. Senator Allen declared that there had been no more lobbying of late than

there had been for years. The proposed amendment finally went over, Senator Hale stating that he would ask tomorrow that the amendment be referred to the committee on

The consideration of the wool sche dule of the tariff bill was then resumed and Senator Vest, of Missouri, asked Senator Allison to indicate what was to be the programme for the future in

the handling of the bill. Senator Allison replied that it was the purpose to complete the wool schedule, have been gone over once, with some i former Judge R. S. Taylor, of Fort excepted paragraphs, such as lead, Wayne, Ind., was absent. hides, etc. The purpose then was to begin with the chemical schedule and consider in order such paragraphs as

had been passed over. Senator Caffery, of Louisana, was then recognized for a speech on the general subject of the course of legislation, particularly on the tariff, to restrict individual effort and to build up giant industries. He reviewed the economic views of our early statesmen, to show the gradual extention of the protective policy far beyond the expectations of Hamilton, Jackson, Madison and Clay. Referring to the recent course of several democratic senators, he said: "Sir, we hear senators on this floor belonging to the democratic party stating four propositions: First, that the doctrine of free raw material is not democratic; second, that if one article is dutied, all ought to be; third, that if it by asking to be protected in home

it is a mere question of schedules." refute these propositions. Veteran mission. democrats who were born and will die with true democratic faith in their minds and hearts, repudiate them. They look upon them as an effort to tian who embraces the image of his crucified Saviour as the last hour of the levees and nearly all of them commortality approaches, so will they embrace and cling to, with a love and faith which no sophistry can destroy and no temptation betray, the ancient doctrine of tariff for revenue only, as the nearest approach to that free trade hoped for by the democratic party. Is it possible that we denounce plunder,

principle involved in a tariff bill, but

only to join the plunderers?" The debate then proceeded on paragraph 364, relating to cloths, knit fabrics, etc., Senator Jones, of Arkansas, having offered an amendment limiting the provisions to goods "of which wool s the chief component material." The amendment was rejected-23 to 32.

Senator Jones renewed the motion in another form, the purpose being to restrict the duties to goods made of actual wool and not of inferior materials. cotton, etc. It led to an extended controversy between Senator Allison and Senator Jones, as to how the amounts of wool and cotton respectively in a fabric could be ascertained. Finally the amendment was rejected 22 to 28.

Paragraphs 364, relating to woolen cloth was then agreed to as reported. omitting "skirted" in designating unwashed wool.

On paragraphs 365, (blankets and flannels) formal changes were made in accordance with the previous notice of

Senator Allison. Senator Pettigrew, of South Dakota, gave notice of an amendment placing a tax of 10 per cent, on articles manu-

factured by a trust. In paragraph 366 (women's and children's dress goods, cotton warp), the rates were changed to 61/2 cents per square yard on goods valued at not more than 15 cents a yard and 714 cents on those valued above 15 cents a yard, and 50 per cent. ad valorem.

In paragraph 367, (women's and children's dress goods wholly or in part wool), the rate was increased from 9 cents to 101/2 cents per yard and 50 per

cent. ad valorem. In paragraph 368 (ready made clothing, shawls, etc.), the house provision, including "felts not woven," was restored. The rate of duty was changed from four and a half to four times the duty on unwashed wool and the ad va. I isc. per bottle. Sold by all Druggists.

lorem duty was changed from 60 to 55

On paragraph 369 (webbings, gorings, suspenders, fringes, etc.), the specific duty was changed to 50 cents per pound and the ad valorem to 55 per cent. In paragraph 376 relating to aubusson, axmister, moquette and chenille

carpets, the specific rate was changed from 60 to 621/2 cents per square yard, the ad valorem being left at 40 per The bill was then laid aside, para-

graph 370 having been completed. The death of Representative Cooke, of Illinois, being announced the senate, as a mark of respect, adjourned.

HOUSE OF REPRESENTATIVES. An air of gloom pervaded the house today, owing to the death of Mr. Cooke, of Illinois, who died suddenly in his hotel this morning. He was very popular with his colleagues and his untimely death was a severe shock to them. The desk which he occupied on the extreme right of the hall was draped in mourning and covered with white roses and magnolia blossoms. The blind chaplain, in his invocation, referred feelingly to Mr. Cooke's death as a great public calamity.

After the reading of the journal the speaker announced the reception of an invitation from the president of the Belgian chamber of depties to the members of the house to attend the international parliamentary conference in favor of arbitration, which commences August 6th.

Mr. Foss, of Illinois, on behalf of the delegation, then announced the sad news of the death of his colleague, Mr. Cooke. He gave notice that at some future time he would ask the house to pay tribute to the character and public services of Mr. Cooke.

The customary resolutions were adopted and a committee to attend the funeral was appointed. Then, as a further mark of respect to the memory of the deceased, the house adjourned until Monday.

The Mississippi River Commisson.

building today and immediately went into executive session to deliberate and possibly make some changes in the annual report of the commission. The report, as soon as it has been put in the desired form, will be forwarded to Secfor the purpose of urging or opposing retary of the Navy Long, some time retary of the Navy Long, some time has withstood a siege of war guns, between the 1st and 10th of July. Until There are not a dozen buildings in the the report reaches Secretary Long, the town that are not almost windowless,

The congressional appropriation for damages to property from the overflow | The damage wrought can be imagined of the Mississippi river amounts to when it is known that the hailstones \$2,933,333 for the fiscal year ending ranged in size from that of a hen's June 30, 1898. This sum will be distributed by the commission after the hearing of testimony on damages sustained in the three districts, extending from Cairo to the gulf and under the executive and disbursing supervision of the commission's secretary. Captain H. E. Waterman, of St. Louis, and district officers, Captain George McC. Derby, of New Orleans, and Lieutenants H. C. Newcomer and M. M. Branard, hackman, skull fractured; J. Patrick, of Memphis. These officers are in attendance on the meeting of the commission. Of the commission there were present Colonel George L. Gillespie, of New York, president; Major B. M. Hariod, of New Orleans; Colonels Henry Flad and Amos Stickney, of St. Louis, and Majors G. H. Handbury and then the silk schedule, then tobacco. H. L. Marinden, of Washington, D. C. When that was done, the bill would Only one member of the commission.

> When the commission went into open session, Senator Berry, from Arkansas, addressed the members. He said that the future of the Mississippi river depended upon the report which this commission would make. If the report was favorable a sufficient sum of money | General Watts, of the state militia would be appropriated to protect the May 28th, precipitated a fight between banks. He reviewed the action of congress in its appropriation and said that it was only the most strenuous efforts that \$2,933,333 had been granted. He ordering the troops to clear the diawas not there to tell the commission | mond while the students were playing how to make the apportionment, but a game of ball. Charges were preferred to emphasize the necessity that the against general Watts to Governor Etmoney should be so distributed as to lerbe by the college authorities. He

cause no charge of partiality. Governor McLaurin, of Mississippi, said it was as much the duty of the government to protect one side of the river as the other. The people of the levee district themselves had expendprotection is going the rounds, demo- ed a large amount of money. Two discrats might as well get the benefits of tricts alone had spent about \$11,000,000 up to date and he declared the people industries; fourth, that there is no were taxed to the limit to protect the

Congressmen Catchings, of Mississip-Senator Caffery examined each of pi; Baird, of Louisana; McRea, McCulthese propositions, pointing out what loch and Brunrige, of Arkansas; Dicer, of inquiry recommended that the govhe regarded as their fallacies, and of Missouri, Levy and Williams, of ternor lay the whole matter before the said: "Precedent and principle alike Mississippi also addressed the com-

Nearly all the delegates who addressed the board this afternoon dilated on the millions that had been expended since the levees were constructed. They crucify their creed. And like the Chris- told of the enormous amount of taxes raised to defray the expense of keeping plained of empty treasuries, devastated lands and an impaired credit. They all stated they had gone to the limit of

Each delegation had engineers with it, many of whom had made levees a life study. One delegation said that they had skill and energy, in fact everything but money. The meeting adjourned until tomorrow morning.

Windsor Castle Illuminated.

London, June 24.-Windsor castle is changing colors of Bengal lights. The magnificent spectacle is visible for a distance of ten miles.

The day has been a busy one for the foreign princes now in the city. They Lieutenant J. C. Colwell, naval attachee have called upon each other at the various houses where they are staying. Large receptions were given this evening by German and Austrian ambassadors, and Lord Frederick Roberts, of At the depot and at the castle, for this Kandahar, gave a special reception to the Indian officers.

So far as the London public is concerned, the fetes are virtually ended. Some illuminations will be continued decorations and resplendent in full dress. until the end of the week, but many At the castle they were entertained at houses, together with the decorations luncheon in the Waterloo room, which houses, together with the decorations.

are already being dismantled. The queen, the Empress Frederick and the Princess Beatrice drove out at Windsor this evening and witnessed a Miller, who then presented the members picturesque carnival procession ar- of his staff to her majesty. ranged by the towns people.

Llow's This!

Weoffer One Hundred Dollars reward for sne case of Catarrh that cannot be cured by Hall's Catarrh Cure.

F. J. CHENEY & CO., Toledo, O. We, the undersigned, have known F. J. Chency for the last 15 years, and believe him perfectly honorable in all business transactions and financially able to carry out any obligations made by their firm.

VEST & TRUAX, Wholesale Druggists, Toledo, O.
WALDING, KINNAN & MARVIN, Wholesale Druggists, Toledo, O.
Hall's Catarrh Cure is taken internally, acting directly upon the blood and m. coussurfaces of the system. Testimonials sent free. Price

Thought to the contemplate of the contemplated.

SUNNY SOUTH COLONY.

The Westerners Pleased With Their N. w. Homes-They Averaged \$300 per Acre in Control the Affairs of the Country. Strawberries-Other Notes.

(Correspondence of The Messenger.) Chadbourn, N. C., June 24.

After the prosperious season for our truckers and the return of our delegates from the association in your city, we answer the questions so often put to us in brief. The strawberry crop has yielded an average of about \$300 per acre. Some growers, notably Mr. A. F. Coultas, have gone much above that, The Irish potato and bean shipments also have been profitable and there has been considerable shipments of other berries.

The northern colony generally is well pleased and hopeful. One who is conservative, says: "I had rather have my 170 acres here than an improved farm in the rich prairies of my old Illinois home." Much land is being prepared here and elsewhere for strawberries to be put out in August and the increase will be near 50 per cent. Mr. J. A. Westbrook, the leading ag-

riculturist of Mt. Olive, is here on a fishing excursion, etc. Rev. P. C. Morton, the new Presbyterian minister in this section, preached

here last night and begins meetings at

Hub tomorrow. Columbus county philanthropists are delighted at the sweeping prohibition victory in Whiteville, which settles the question for the county.

Hallstones Big as Ostrich Fggs.

Topeka, Kas., June 24.-The worst hall storm known in the history of Kansas struck this city shortly after 6 o'clock tonight. Hailstones weighing 12 to 16 bunces stripped the trees of their foliage, smashed window panes on every hand, including the finest plate glass store fronts, cut down telegraph and telephone wires, riddled awnings and inflicted unprecedented New York, June 24.-The Mississippi damage throughout the city. Dogs were river commission convened in the army struck in the streets and instantly killed. Horses were knocked to their knees. Runaways occurred throughout the city. When the fury of the storm had passed, dead birds were found everywhere. A heavy wind and terrific lightning accompanied the storm.

Topeka tonight looks like a city that commission will not disclose its tenor. and many roofs are caved in. The roofs of street cars also were pierced. egg to an ostrich egg, and that thirty minutes after the storm one hailstone was picked up which measured fourteen inches in circumference. Surgeons are busy dressing the wounds of persons injured in the storm, and reports of injuries continue to be received. Many were hurt in runaways on the streets. The following are among the most seriously hurt: Frank D. Henderson, liveryman, skull fractured; Roy White, leg broken in a runaway; Mrs. Mary Hughes, arm broken in a runaway; D. K. Lee, bad scalp wound; Miss Anna Fenton, head cut; Fred Holler, head cut.

> The damage cannot be estimated, but it will amount to thousands. Window glass is already at a premium here, and tonight three carloads was ordered from Kansas City. Street car traffic is stopped and electric lights are out, owing to the demoralization of the electric system.

Impeachment Recommended Columbia, S. C., June 24 .-- Adjutant

a battalion of infantry and the students of the South Carolina college by ordered a court of inquiry to investigate the charges. The court today completed its work and reported its findings and recommendations to the governor. The court finds that Generthat he assumed authority that was unwise and unwarranted.

The adjutant general of South Caragainst General aWtts to Governor Elnot subject to court-martial, as in other states. This being the case, the court general assembly in order that it may impeach General Watts. The court further recommended that "the governor and commander-in-chief publish came popular for bridal garments in a general order reprimanding General | England.-Boston Budget. J. Gary Watts for his serious lack of judgment and disregard of the rights of others." Governor Ellerbe has the matter under advisement.

The dismissal from the service of private Fishburn who broke ranks and menaced a student with his gun, is rec-

Naval Officers Received by the Queen

Windsor, England, June 24.-The lords of the admiralty and all the admirals of the foreign ships which are to take part in the naval review off Spithead on Saturday next, including Rear Admiral Miller, U. S. N., were received by Queen brilliantly illuminated tonight with the Victoria at Windsor castle today. Each of the admirals was accompanied aides-de-camp, those of the American admiral being Commander William H. Emory, chief of Admiral Miller's staff of the United States embassy in London and Lieutenants Rogers and Andrews. The admirals were met at the railroad station by royal carriages and were taker to the castle through a shower of rain. occasion, detachments of blue jackets formed the guard of honor. The British first lord of the admiralty, the Rt. Hon. George J. Goschen, was in full uniform, and the admirals were ablaze with was decorated with flags of the different countries represented at the reception.

The queen received the admirals sitting and spoke very cordially to Admiral The naval officers were afterwards shown through the castle.

Changes in Norfolk and Western Officials, Roanoke, Va., June 24.-Vice President J. M. Barr, of the Norfolk and Western railroad has issued the following circu-

"The office of superintendent of transportation, made vacant by the death of Colonel Frank Huger, is hereby abolished. Effective this date, Mr. J. F. Snyder is appointed car service agent. He will have charge of car equipment and the distribution thereof and all reports in connection therewith, and calls, therefore, heretofore made to and upon the superintendent of transportation will hereafter be addressed to him.' Mr. Barr states that all rumors of other changes are mere street talk and are not

THE SOCIAL DEMOCRACY.

Meesing of the Directors - Officers Elected. Debs Tells Them How They Are Going to

Chicago, June 21 .- At a meeting of the directors of the "Social Democracy of America" tonight the following officers were elected: E. V. Debs, chairman; Svlvester Keliher, secretary; James Hogan, vice president; William E. Burns, general

The directors who chose these officers and were themselves elected at a meeting in the afternoon, are: E. V. Debs, Sylvester Keliher, James Hogan, William E Burns and Leroy Goodwin. The salary of the officers was placed at \$100 per month At the afternoon meeting the constitution of the social democracy, which has been published, was formally ratified and adopted.

Mr. Debs explained the aims and purposes of the co-operative commonwealth A colony should be sent to Washington from which place he said an official invitation had been received. After estab lishing the colony he would secure control of the politics of the state and stars co-operative commonwealth. "The first thing we do, after getting control, he said, "would be to call a special ses sion of the legislature. Then we would call a convention to revise the constitution and get all the rot out of it. We will have control of the taxing power and can tax syndicates and landsharks out of the state. Persons shall be taxed according to their means and shall have according to their needs. We will have trusts, nothing but trusts, in our state but we will all be in the trust. The oper atives will not work twelve or fourteen hours a day, but four or five. We will be in the field in 1900 with a new party. These men, who represent the new life, are going to unite as if by magic for the overthrow of commercialism and the estab lishment of the co-operative commonwealth by which the brotherhod of man will become a fact. I do not know whether this question will be solved peacefully or otherwise. I hope peacefully; but I am one of those who believe in getting ready for any solution that may

be necessary. Mr. Debs said that in setting up the cooperative commonweath in Washington the colonists might be running against the supreme court. He would consult good lawyers and learn just what the rights of "We want to know the colonists were. our rights," he said, "and make them the rebels. If they send the military to invade our rights, then there will be an army of 200,000 patriots on the state line to meet them on that issue."

Opposition to Congratulations to the Queen London, June 21.-The house of commons was crowded today when the first lord of he treasury, Mr. Balfour, moved, and Si William Vernon Harcourt, the liberal leader, seconded an address of congratulation to the queen upon the sixtieth anniversary of her accession to the throne. Mr. Dillon, chairman of the Irish parlia-

mentary party, protested in vehement language. He explained that the attitude of himself and his party was that they would not vote in favor of an amendment but would vote against the adoption of the address, in which the Irish could not

Mr. John Redmond, the Parnellite leader, amid laughter from the conservative and unionists, moved an amendment to the address and caused an animated scene. Mr. Redmond protested against Great Britain's rule in Ireland and asked the house to adopt an amendment to the effect that it deemed it a duty to place on record that during the sixty years of her majesty's reign Ireland has suffered grievously from famine, depopulation poverty and the continued suspension of constitutional liberties, with the result that the Irish are discontented and disaffected and unable to join in the celebration. James O'Kelly, Parnellite, member for

North Roscommon, seconded the motion. Mr. Redmond's motion was rejected by a vote of 436 to 7. The address of congratulation to her majesty was then adopted by a vote of

Early Fashions in Wedning warments. It is interesting to note that the choice of white for wedding dresses is comparatively a modern fashion. The Roman brides were yellow, and in most eastern countries pink is the bridal color. During the Middle Ages the Renaissance brides were crimson, and most of the Plantagenet and Tudor queens were married in this vivid hue, which is still popular in part of Brittany, where the bride is usually dressed in crimson brocade. It was Mary al Watts showed lack of judgment and | Stuart who first changed the color of disregard for the rights of others; also | bridal garments. At her marriage with Francis II, of France, in 1553-which took place not before the altar, but before the great doors of Notre Dameshe was gowend in white brocade, with a train of pale blue Persian velvet, six yards in length. This innovation caused

Let The Whole World Know The Good Dr. Miles' Heart Cure Does

quite a stir in the fashionable world

of that time. It was not, however, till

quite the end of the seventeenth cen-

tury that pure white-the color hither-

to worn by royal French widows-be-



WEART DISEASE, has its victim at a discreasinge. Always taught that beart disease is incurable, when the reptants become well defined, the patient states alarmed and a nervous punic takes tace. But when a sure remedy is found and a cure effected, after years of suffering. here is great repoleing and desire to "letthe whole world know." Mrs. Laura Wineinger, of Selkirk, Kansas, writes; "I desire to let the whole world know what Dr. Miles' Dr. Miles' Heart Cure has done for me. For ten years I had Heart Cure pain in my heart, short-

ness of breath, palpita-Restores tion, pain in my left side, oppressed feeling in my Health..... chest, weak and hungry spells, bad dreams, could not lie on either side, was numb and suffered terribly. I took Dr. Miles' Heart Cure and before I finished the second bottle I felt its good effects, I feel now that I am fully recovered, and that Dr.

Miles' Heart Cure saved my life." Dr. Miles' Heart Cure is sold on guarantee that first bestie bencars, or money refunded.

A Card.

WILMINGTON, N. C., MARCH 6, 1897. MR. WALKER TAYLOR,

AGENT, CITY.

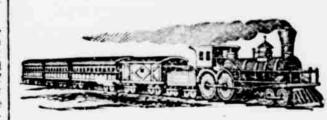
DEAR SIR:

I TAKE PLEASURE IN TESTIFY-ING BY MY OWN EXPERIENCE TO THE PROMPTNESS OF YOUR COM-PANIES IN THE ADJUSTMENT OF INSURANCE CLAIMS. MY LOSS ON BUILDING OCCUPIED BY MESSRS. POLVOGT & CO. WAS SATISFACTORILY ADJUSTED, AND I WILL TAKE PLEASURE IN REC-OMMENDING ANY ONE NEEDING INSURANCE TO CALL ON YOU.

S. BEHRENDS.

CAPE FEAR AND YADKIN VALLEY RAILWAY CO.

JOHN GILL, Receiver.



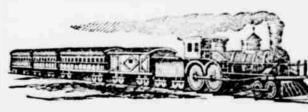
CONDENSED SCHEDULE.

In Effect May 30th, 1897.

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	Meals		

CONNECTIONS at Fayetteville with Atlantic Coast Line, at Maxton with Carolina Central Railroad, at Sanford with Seaboard Air Line, at Greensboro with Southern Railway, at Walnut Cove with Norfolk and Western W. E. KYLE.

Gen'l Manager. Gen'l Pass Agent. WILMINGTON, NEWBERN & NOR FOLK RAILWAY CO.



IN EFFECT SUNDAY, MAY 17, 1896. Daily Except Sunday.

NORTH BOUND	STATION.	BOUTH
. 6 8		1 17 1 11 5
7 00 2 10 Lv 9 50 Ar 11 00 2 58 Lv 11 58 4 30 Lv 22 30 4 44 Lv	Jacksonville Jacksonville Jacksonville	Lv 10 42 10 25 Lv 10 09 9 1

Nos. 5 and 6 mixed trains. Nos. 7 and 8 passenger trains. Trains 8 and 7 p. m. make co Trains 8 and 7 p. m. make connection with trains on A. & N. C. R. R. for Morehead City and Beaufort. Connection with steamer Neuse at New bern to and from Elizabeth City and Nor folk Monday, Wednesday and Friday. Steamer Geo. D. Purdy makes daily trips between Jacksonville and New Rive

Monday, Wednesday and Friday.

Tuesday, Thursday and Baturday.

Daily except Sunday.

H. A. WHITING. General Manager. J. W. MARTENIS.

MEW YORK, WILMINGTON, N. C., AND GRORGETOWN, S. C., LINES.



From New York for Wilmington. S S PAWNEE Saturday, June 19 S S CROATAN Saturday, June 26 From Wilmington for New York.

S S PAWNEE Saturday, June 26 S S CROATAN Saturday, July 3 From Wilmington for Georgetown.

S S PAWNEE Tuesday, June 22 S S CROATAN.....Tuesday, June 29 Through buls of lading and lowest through rates guaranteed to and from points in North and South Carolina.

For Freight or passage apply to H. G. SMALLBONES, THEO. G. EGER, Trace Manager. 5 Bowling Green, New York.

MR. M. S. WILLARD,

Secretary Carolina Insurance Co. DEAR SIR-Allow me to thank you for the prompt and equitable settlement made by you today as General Agent of the Carolina Insurance Company, in the payment in full of the loss on the Hemenway

School building, recently destroyed by fire. The settlement made is entirely satisfactory to the School Committee and it is evidence that the Company's affairs are in the right hands and that your patrons' interests will be fully protected and their losses settled with the least possible de-

It gives me pleasure to volunteer this statement and you can use it in any way that you see fit.

Yours very respectfully, (Signed) JAMES F. POST, JR., Chairman School Committee,

District No. 1. Losses unpaid at this date in the Carolina Insurance Comapny..... None.

ATLANIIC COAST LINE

Schedule in Effect May 27th, 1897, Departures from Wilmington:

NORTHBOUND. DAILY No 48-Passenger-Due Magnelia 9:00 a. m. 10:40 a. m., Warsaw 10:55 a. m., Goldsooro 11:56 a. m., Wilson 12:46 p. m., Rocky Mount 1:20 p. m., Tarboro 2:50 p. m., Weldon 3:39 p. m., Petersburg 5:54 p. m., Richmond 6:50 p. m., Norfolk 6:05 p. m., Washington 11:10 p. m., Baltimore 12:53 a. m., Philadelphia 3:45 a. m., New York 6:53 a. m., |Boston 3:00 p. m.

DAILY No. 40-Passenger-Due Magno 7:15 p. m. lia 8:55 p. m., Warsaw 9:10 p. m. Goldsboro 10:10 p. m., Wilson 11:06 p. m., |Tarboro 6:45 a. m., Rocky Mount 11:35 p. m., Weldon 1:44 a. m., Norfolk 10:30 a. m., Petersburg 3:24 a. m., Richmond 4:20 a. m., Washington 7:41 a. m., Baltimore 9:05 a. m., Philadelphia 11:25 a. m., New York 1:01 p. m., Boston 8:30 p. m.

SOUTHBOUND. DAILY No. 65-Passenger-Due Lake :25 p. m. Waccamaw 4:55 p. m., Chad-bourn 5:29 p. m., Marton 6:40 p. m., Florence 7:25 p. m., Sumter 8:45 p. m., Columbia 10:05 p. m., Denmark 6:20 a. m., Augusta 8:10 a. m., Macon 11:00 a. m., Atlanta 12:15 p. m., Charleston 10:20 p. m., Sayannah 12:50 a. m., Jacksonville 7:30 a. m., St. Augustine 10:30 a. m., Tampa 5:65

p. m. ARRIVALS AT WILMINGTON-FROM

THE NORTH DAILY No. 49-Passenger-Lave Bos-5:45 p. m. ton [1:03 p. m., New York *9:00 p. m., Philadelphia 12:05 a. m., Baltimore 2:50 a. m., Washington 4:30 a. m., Richmond 9:05 a. m., Petersburg 10:00 a. m., Norfolk 8:40 a. m., Weldon 11:50 a. m., Tarboro 12:12 p. m., Rocky Mount 12:45 p. m., Wilson 2:12 p. m., Goldsboro 3:10 p. m., War-saw 4:02 p. m., Magnolia 4:16

DAILY No. 41-Passenger-Leave Bos-9:40 a. m., ton 12:00 night, New York 9:30 a. m., Philadelphia 12:09 p. m., Baltimore 2:25 p. m., Washington 3:46 p. m., Richmond 7:30 p. m. Petersburg S:12 p. m., Norfolk 2:20 p. m., Weldon 9:43 p. m., Tarboro 6:05 p. m., Rocky Mount 5:45 a. m., leave Wilson 6:20 a. m., Goldsboro 7:03 a. m., Warsaw 7:54 a. m., Magnelia 8:07 a. m.

FROM THE SOUTH. DAILY No. 54-Passenger-Leave Tam-12:15 p. m. pa 9:25 a. m., Sanford 2:19 p. m., Jacksonville 7:00 p. m., Savannah 12:45 night. Charleston 5:38 a. m., Columbia 5:50 a. m., Atlanta 8:20 a. m., Macon 9:30 a. m. Augusta 3:05 p. m., Denmark 4:55 p. m., Sumter 6:45 a. m. Florence 8:55 a. m., Marion 9:36 Chadbourn 10:35 a. ta.,

Lake Waccamaw 11:06 a. m. Daily except Sunday. Train on the Scotland Neck Branch Road leaves Weldon 4:10 p. m., Halifar 4:28 p. m., arrives Scotland Neck at 5:20 p. m., Greenville 6:57 p. m., Kinston 7:56 p. m. Returning leaves Kinston 7:50 a. m., Greenville 8:52 a. m., arriving Hallfax at 11:20 a. m., Weldon 11:40 a. m., daily

except Sunday. Trains on Washington Branch leave Washington 8:20 a. m. and 2:00 p. m., errive Parmete 3.10 a. m. and 3.40 p. m., returning teave rermele is a a. m. and 6.20 p. m., arrive Washington 11:40 a. ... and 7:20 p. m. Daily except Sunday. Train leaves Tarboro, N. C., Gally except Sunday, 5:30 p. m., Sunday, 4:05 p. m., arrives Plymouth 7:40 p. m. and 6:00 p. m

Returning leaves Pymouth daily except Sunday, 7:50 a. m., and Sunday 9:00 a. m., arrives Tarboro 10:05 a. m. and 11:00 a. m. Train on Midland N. C. Branch leaves Goldsboro dally except Sunday, 7:10 a. m., arriving Sm th. 8:30 a. m. Returning leaves Smithfield 9:00 a. m.; arrives at Goldsboro 10.25 a. m. Train on Nasi ville Branch leaves Rocky Mount at 4:30 p. m., arrives Nashville 5:04 p. m., Spring Hope 5:30 p. m. Returning

8:35 a. m., arrives at Rocky Mount 9:06 a. m. Daily except Sunday. Train on Clinton Branch leaves Warsaw for Clinton daily except Sunday, 11:15 a. m. and 4:10 p. m. Returning leaves Clinton 7:00 a. m. and 11:30 a. m. Florence Railroad leaves Pee Dee 9:10 a. m., arrive Latta 9:30 a. m., Dillon 9:42 a. m., Rowland 10:00 a. m., returning leaves

Rowland 6:10 p. m., arrives Dillon 6:30 p.

m., Latta 6:44 p. m., Pee Dee 7:08 p. m.

leaves Spring Hope 8:00 a. m., Nashville

Trains on Conway Branch leave Hub 8:30 a. m., Chadbourn 10:40 a. m., arrive Conway 1:00 p. m., leave Conway 2:45 p. m., Chadbourn 5:40 p. m., arrive Hub 6:26 p. m. Daily except Sunday. Central of South Carolina Railroad leave Sumter 6:42 p. m., Manning 7:10 p. m., arrive Lanes 7:48 p. m., leave Lanes 8:26 a. m., Manning 9:95 a. m., arrive Sumter 9:35 a. m. Daily. Georgetown and Western Railroad leave Lanes 9:30 a. m., 7:55 p. m., arrive George-

town 12:00 m., 9:14 p. m., leave Georgetown 7:00 a. m., 3:00 p. m., arrives Lanes 8:25 a. m., 5:25 p. m. Daily except Sunday.

Trains on C. & D. R. R. leave Florence daily except Sunday 8:55 a. m., arrive Darlington 9:28 a. m., Cheraw 19:49 a. m., Wadesboro 2:25 p. m. Leave Florence daily except Sunday 8:10 p. m., arrive Darlington 8:40 p. m., Hartsville 9:35 p. m., Bennettsville 9:36 p. m., Gibson 10:00 p. m. Leave Florence Sunday only 9:00 a. m.,

arrive Darlington 9:27 a. m., Hartsville Leave Gibson daily except Sunday 6:18 a. m., Bennettsville 6:41 a. m., arrive Darlington 7:40 a. m. Leave Hartsville daily except Sunday 6:30 a. m., arrive Darlington 7:15 a. m., leave Darlington 7:45 a. m., arrive Florence 8:15 a. m. Leave Wadesboro daily except Sunday 3:00 p. m., Cheraw 5:15 p. m., Darlington 6:29 p. m., arrive Florence 7:00 p. m. Leave Harts-ville Sunday only 7:00 a. m., Darlington 7:45 a. m., arrive Florence 8:10 a. m. Wilson and Fayetteville Branch leave Wilson 2:06 p. m., 11:16 p. m., arrive Sel-ma 3:00 p. m., Smithfield 3:08 p. m., Dun 3:50 p. m., Fayetteville 4:40 p. m., 1:14 a. m., Rowland 6:10 p. m., returning leave Rowland 10:00 a. m., Fayetteville 11:20 a. m., 10:20 p. m., Dunn 12:07 p. m., Smith-field 12:48 p. m., Selma 1:00 p. m., arrive Wilson 1:42 p. m., 12:10 a. m. Manchester and Augusta Railroad trains

leave Sumter 4:40 a. m., Creston 5:32 a. m., arrive Denmark 6:30 a. m. Returning arrive Denmark 6:30 a. m. Returning leave Denmark 4:55 p. m., Creston 5:47 p. m., Sumter 6:40 p. m. Daily.

Pregnalls Branch train leaves Creston 5:45 a. m., arrives Pregnalls 9:15 a. m. Returning, leave Pregnalls 10:00 p. m., arrive Creston 3:50 p. m. Daily except Sunday.

Bishopville Branch trains leave Elliott 11:10 a. m. and 7:45 p. m., arrive Lucknow 1:00 p. m. and 8:45 p. m. Returning, leave Lucknow 6:05 a. m. and 2:00 p. m., arrive Elliott 8:25 a. m. and 3:30 p. m. Daily ex-

Elliott 8:25 a. m. and 3:30 p. m. Dally except Sunday. Daily except Sunday. Sunday only.

H. M. EMERSON,
Gen'l Passanger Agent.
J. R. KENLY, Gen'l Manager.
T. M. EMERSON, Traffic Hanager.